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BATTLE WON, SAYS PLATT.

AND VICTORY MEANS A GODSPEED TO THE GREATER CITY.

Democratic Vote a Minority Vote at Best and Worully Divided-Republican Vote Consolidated-Low Can't Get 15 Per Cent, of It in Any Assembly District in This City-Will Get More Democratic Than Republican Votes.

Senator Platt gave his views last night on the Greater New York Mayoralty situation. He declares unreservedly that Tracy has already won. His views will be read with keen interest. Senator Platt said:

"In response to many inquiries as to how the municipal campaign is likely to end, I want to say that in my belief Gen, Tracy has won the election. There are three Democratic candidates in the field-four, counting Gleason among whom the Democratic vote will be divided. It is not a majority vote, anyhow. The Democrats have never had a majority in the territory now consolidated since the enactment of the present election law. They used to have majorities, any kind of majority that suited their taste and convenience. They had absolute control of the electoral machinery at every poll. The appointment of all the ballot clerks, poli clerks and inspectors was lodged approservedly in the hands of the Tammany Board of Police Commissioners. Theoretically. the law required minority representation at the polls, but in practice that was ignored. The alleged Republican representation was in practice provided by the Tammany election district Captain.

"This gave unlimited opportunity for fraud, and fraud was practiced in an unlimited way. But when Gov. Morton and a Republican Legislature were elected in 1893, the law was changed, and a bi-partisan control of the polling places was established. The two leading parties are now equally represented at every bolling place as by law they should be in the Police Commission, and would have been had Mayor Strong done his duty as the law required in the selection of Police Commissi-. The ballot clerks, poll clerks, and inspectors are now appointed on the nomination of the official heads of the two principal parties, and since that has been the case the Democrats have never had a majority in the city o New York. They won in 1895, but they did not win against the Republican party.

"Whatever their present vote may be, it is going to be divided between Van Wyck, George, Low, and Gleason. Van Wyck will probably get the most of it. George will get a huge portion of it, and Low will get a substantial remainder. Low is the candidate of four Democratic organizations, the Ship Democracy, the Garoo Democracy, the Furroy Democracy, and the Steckler Democracy. More and more as the ranvass has proceeded he has become identified before the public with the Democratic party. He is the embodiment of the holierthan-thou idea of the Cleveland party. He is a revival of Clevelandism. He has the support of all that noisy and insolent crowd that grovels at the feet of Cleveland. He has been brought forward as the expression of their notions and their hopes. And that which makes his success impossible is the fact now so clearly presented in the minds of the community, that through Low this Cleveland clique are endeavoring to recover their lost prestige for use

"The Republican vote, on the other hand, is consolidated upon a single candidate. Every district in New York has been thoroughly canwassed by the Republican organization, and its leaders know the situation as accurately as it can be known by anybody until the votes are actually cast and counted. They approach the crisis of the campaign with absolute confidence. There is not an Assembly district in the whole city where the loss of Republican votes to Low will amount to 15 per cent, of the normal Republican strength. Even this small percentage of loss can occur in no more than twelve out of the fifty-nine Assembly districts into which the new municipality is divided. In all the other Assembly districts the Republican less to Low will be utterly trivial.

In other words, Low will receive a much It is not the least interesting feature of this etraordinary campaign that the candidacy of Low, instead of smashing the Republican party, as it was interded to do, will really be an addifloral and distinct force for Republican succoss. George and Low, having identified them selves in other respects, will be identified in this -that each will help to use up and split up the Democratic vote and leave the consolidated Republican vote triumphantly potential.

"Of course I do not forget those Low lists. They are decidedly the most amusing thing in the way of a political 'falle' that has been exbiblical hereabouts during my experience They are not worth a detailed examination The simple fact that they place Low's chief strength as a candidate below Fourteenth street makes them so obviously absurd that it would be a waste of time to discuss them. In districts where they give him nearly 50,000 votes he will

"Nor do I forget that 'bere are some Tam many and Wall street gamblers who seem to be trying desperately to give new proof of the allage that 'a fool and his money are soon parted,' Campaign betting has always been Tommany Hall's chief argument. It is supposed to be very effective with a class of voters that don't know how they will vote until they are persuaded how others will vote. There may be such a class in this community, but It is not large. To bet that Low's vote will excood Tracy's is just like throwing money int the fire. To bet that Tracy's will exceed Van

Wyck's is like picking it up in the streets.

And so I say to Republican +- keep steadily at work. You have already won and are winning in greater measure every day. Your constant and united efforts will bring this great elly, with its tremendous influence upon the affairs of the country, to the support of the Republican party and the noble principles for which it stands. You have nominated the best ticket that was ever offered to the people of this community. You bring to them the services of a man as the first Mayor of the Greater New York, whose character, ability, and experience place him high above any of those who think themselves his rivals in this race. have stood for your principles, as principles should always be stood for, without compromise, or denial. You are entitled to win. You descrive to win. Your victory will do more to secure stability to business and solidity to credit and to give impetus and permanence to our new prosperity than can be accomplished by any public event. It will say to the country that this great centre of commerce and capital from which is drawn the vitality of all enterprise, is true to the sound policies for which it spoke one year ago. It will assure to the people of New York a pure, independent, and efficient administration of their local affairs. It will start the new city upon its new career with the respect and confidence of all men. And all you have to do to make your victory complete is to keep right at it day by day until the votes are cast and counted."

## Their Bedies Found in a Well.

WICHITA, Kan., Oct. 24.—The bodies of Mrs. Jane Weils and Frank Moon were found to-day in the bottom of a well on the latter's farm near Derby. Moon was a grass widower and Mrs. Wells, who was his housekeeper, was recently divorced from her husband in this city. The two lived alone, and it is evident that they have been in the well several days. It is supposed that their death was the result of foul play. Their faces were black, and the position of their bedies showed that they had died in agony.

THE "TRIBUNE" STABS THE PARTY. Pique of Personal Disappointment Vented Or the Republican Candidates.

The Republican campaigners in charge of Gen. Tracy's canvass for Mayor of Greater New York desire again to call the attention of all Repub lean voters, not only in Greater New York, but in the whole State, to the fact that the New York Tribune has joined hands with the Democratic World and Herald in misquoting the speeches of Gen. Tracy in this campaign, and is engaged heart and soul in the vicious effort to injure the canvass of Gen. Tracy, a gallant Republican Union General, who fought for the preservation of the Union when the New York Tribune was denouncing Joseph Larocque and others who surround Seth Low as copperheads and traitors. The Republican campaigners request THE SUN to give special emphasis to the fact that it is the New York Tribune that is thus attempting to stab Gen. Tracy in the interest of Seth Low, who, on June 29, 1888, resigned from the Republican party because he would not support Benjamin Harrison and the Republican national platform, on which Gen. Harrison had been nominated at Chicago ten days before.

Seth Low has never rejoined the Republican party. Furthermore, the Republican campaigners de sire the Republicans all over the State to remember that the Gen. Tracy whom the New York Teibune is thus engaged in stabbing is the gallant Republican Union General who in 1861 organized the 139th and 109th New York regiments and was made Colonel of the latter regiment, serving till the close of the war with distinction and retiring with the rank of Brevet Brigadier-General of volunteers.

The Republican campaigners desire to call the attention of all Republicans and sound money Democrats to the fact that the New York Tribune is thus stabbing Gen. Tracy and the Republican party from personal motives, spring-

ing out of personal disappointments. Finally, the Republican campaigners ask all Republican voters in the State to remember that the latest effort of the New York Tribune to stab Gen. Tracy was inspired by words uttered in Carnegie Hall by Joseph H. Choate, who, when the Fassett committee came to New York, rushed to defend Richard Croker, the leader of Tammany Hall. Mr. Choate is the gentleman who received the votes of 7 out of 131 Republican legislators for United States Senator to succeed David B. Hill.

#### PROSPERITY IN KANSAS.

The Banks Reflect the Great Improvement in

TOPEKA, Kan., Oct. 24.-Reports from 374 State and private banks in Kansas to Commissioner Briedenthal make a most wonderful showing. The deposits amount to \$22,000,000. which, added to the deposits in national banks, will run up to \$40,000,000. This is an increase in one year of over \$6,000,000. The loans are over \$16,000,000 one million more than last year.

The reserve of cash and sight exchange has increased 70 per cent. Last year this item exceeded \$6,000,000, and this year it is over \$10,-000,000. The reduction in bills payable is 30 per cent. The item "due from other banks" is over \$7,000,000-almost double what it was in October, 1896.

CONSPIRACY TO KILL MARTIN. Arrest of One of an Alleged Party to Mur-

der the Luserne County Sheriff. WILKESBARRE, Pa., Oct. 24 .- A conspirac upon the part of an organized gang to assaustnate Sheriff James Martin, who led the posse at Lattimer when a score of riotous stalkers were killed on Sept. 10, was discovered at Plains last night. William Martin, a son of the Sheriff, caused the arrest of John Seplak, one of the strikers, who was wounded in the Lattimer shooting. Seplak had been in town all of Saturday, and word was sent to the home of Sheriff Martin, which is not far from Plains, that he had better "look out." This, coupled with previous warnings received by the Sheriff and his family, led the Sheriff's son, William Martin, to take precautions against any attempt that might be made on the life of

Young Martin followed Seplak into a saloon, Seplak make threats against his father's life. He at once went to the office of Justice of the Pence Conneff, where he had a warrant issued for the arrest of Seplak. Constable Brian Caffrey went in search of Sepiak, and found Caffrey went in search of Sepiak, and found him in a hotel chatting with some countrymen. Sepiak sail he was no criminal. He had come from Hazleton to visit a countryman of his who resided at Plains. At the jail there were found on Sepiak a knife, some stout wrapping cord, and a razor wrapped in a printed circular. The circular described the shooting at Lattimer and he efforts made to prosecute Martin and his

the enerts made to present the second dentities.

The prosecutor says that Seplak is one of fifteen men detailed to assessinate the Sheriff. Part of that detail left Hezleron early on Saturday morning. Arriving at Nanticoke they seen rated, and part of the gang came up the valley on the west side, intending to meet with those who came up on the east side some time during Saturday night. There was a hitch in the plan somewhere, possibly the arrest of Seplak frustrating the designs of the assassins. trating the designs of the assassins.

# THE WHITE SQUADRON HERE.

Battleships and Craisers in the Narrows-Slight Mishap to the lows.

The White Squadron returned from its autumn manaeuvres yesterday, and while the flagship, the New York, went directly to the navy yard the other vessels anchored off Tompkinsville. The squadron left Boston on Friday night. It encountered a northeast gale and a heavy sea on Saturday night. About 8 o'clock the Iowa signalled to Admiral Sicard that her steam steering gear was out of order, and he at once gave orders for the Brooklyn and the Texas to stand by the battleship and render any assistance that might be necessary. The other essels composing the fleet then proceeded to this port. The lows arrived soon after the

this port. The Iowa arrived soon after the others. She will be laid up for a few days to have her steering goar repaired.

The fleet left Hampton Roads for Yorktown, Ya., on Oct. 4, and spent ten days in fleet evolutions. Landing parties every day practiced with the rifte and pistol on shore. There was also a sham battle between the landing force and a battalion on shore. From Yorktown some of the vessels proceeded to Hampton Roads and others went to Boston. During the Constitution celebration all the fleet met again. There are in the fleet the Maine, Massachusetts, Iowa, Brooklyn, Indiana, Texos, the flagship New York, and the monitor Puritan. One of the officers of the New York will yesterday that the storm showed that the Texas pitched a good deal, while the Brooklyn rolled some. The New York, however, acted magnificently. York, however, acted magnificently,

## FORCED THE GIRLS TO DANCE.

High-Handed Proceedings of a Hand of Indians in a Konsas Town. TOPEKA, Kan., Oct. 24. - Yesterday the chiefs Roman Nose and White Horse, with a band of 150 Cheyenne and Arapahoe Indians, many of whom had participated in the Custer massacre and in the butchery of a teacher and his pupils in western Kansas several years ago, drove into the town of Harper, Kan, from their reservations and danced a war dance in the public souare, Chief Roman Nose commanded Miss Mabel Hunter, a school teacher, to dance with him. She hesitated and the Indian grabbed her him. She hesitated and the Indian grabbed her by the arm and compelled her to circle with him about Standing Rebbit, who stood in the centre of the circle chanting and beating a drum. Another y mag winan was seized by a blenket Indian who was small my asig rate a disc of tidance. Atout his tire to pille in a wer-ga hering to are at the leaders when the bind jumped into here way as with a jug of whi-key it by had burches d and started for their reservations, how my at the tip of their voices

Schooner On Fire on the Sound.

SPAIN IS QUITE SERENE.

SHE DOESN'T BELIEVE THERE WILL BE FRICTION WITH US.

The Entire Press Approve the Resolute Attitude of the Government-The Benutiful Reforms That Gen. Blanco is Instructed to Bestow Upon the Victims of Tyranny.

Special Cable Despatch to Tax Sex. Madrid, Oct. 24 .- A member of the Cabinet says the Government does not believe that its reply to the American note will cause friction with the United States, because its tone is friendly, and it shows that Spain is about to do for Cuba what the United States has repeatedly

He added that Gen. Blanco, the new Captain-General, had been instructed to promise more liberty to the Cuban press, vigorous administrative reforms, and a weeding out in the ranks

Despite the pacific views expressed by the Minister, the entire press of Madrid and the provinces acclaim what is regarded as the resolute attitude of the Government in face of the United States, especially the decision of the Cabinet to call upon the Washington Government to fulfil more strictly the rules of international law, and its declaration that it will not obey foreign dictation to fix a date for completing the pacification of Cuba.

The same Minister says that it is the intention of the Government to give to Cuba complete local government, universal suffrage, municipal and provincial councils, and an insular Parliament, consisting of an upper and lower chamber, which will have entire control of taxation and the tariff.

The responsible Government will consist of five Ministers, presided over by the Governor-General; but the Imperial Government and Parliament will continue to control the army, navy. police, church, courts, and foreign affairs. The Government has received a promise of autonomist support in carrying out the reforms.

# EFFECT OF SPAIN'S ATTITUDE.

May Compel the President to Take Vigorous Action Regarding Cuba.

WASHINGTON, Oct. 24.—The keenest disappointment is felt by members of the Cabinet and officers of the State Department who have a direct interest in the negotiations between the United States and Spain in regard to Cuba over the character of the answer which the Spanish Government will send to the representations made by Gen. Woodford, the United States Minister at Madrid, President McKinley and his official advisers were hopeful, even during the incumbency of the Conservative Ministry, that Spain would meet this country half way if the desire to bring hostilities in the island to an end, and when the Liberals succeeded to power they felt assured that the good offices of the United States would not be refused. Minister Woodford's note, embodying the instructions he received from the President and Secretary Sherman, amounted in substance to a cordial tender of the friendly offices of the United States to assist the Spanish authorities and the Cubans to come to some amicable arrangement. Further action by the Washington Administration was to be dependent on the manner in which the Spanish Ministry received the advances of the Administration expressed through Minister Woodford.

Minister Woodford was sent to Madrid to feel the pulse of the Spanish Government in regard to our desire to bring the war in Cuba to an end," said an official of the Government to a SUN reporter. "If Spain showed a willingness to accent our friendly tenders in the spirit in which they were made, the rest would undoubtedly be plain sailing. If, on the contrary, Spain resented our interference, and declined to secure peace, a new policy was to be pursued to bring about the same result without the acquiescence or assistance of the Spanish Government. Minister Woodford was directed to use his efforts to secure as speedy as possible, inde pendent of his tender of friendly offices, the revocation of Captain-General Weylor's in human concentration order, that has caused the death of many innocent persons from starvation. We had reason to hone the representations concerning this concentration order would be successful, and would mark the beginning of the introduction of reforms that would ameliorate, in some degree, the present distress and suffering in the sland. The President is anxious, first of all, to put an end to the cruel butcheries of which we have heard so much, leaving for later settle ment the great question of the restoration of

Spain's point blank refusal to acknowledge the right of the United States to interfere in the settlement of the Cuban war will compel the President to take the vigorous measures which officers of the Government understood were to be the outcome of the rejection of Gen. Woodford's friendly tenders. Until Gen. Woodford receives the note which was read at the meeting of the Spanish Ministry yesterday, the Washington Administration can take no action. Gen. Woodford will cable its text to the State Department as soon as it is delivered to him. and if it should be rece ved here before Tuesday it will be discussed and the future policy outlined at the Cabinet meeting to be held on that day For some reason the State Department officials think the text of the note will be cabled to Secretary Sherman on Oct. 26, hext Tuesday. Whether they have positive information to that effect cannot be definitely ascertained, but it is hinted that Schor Dupuy de Lome, the Spanish Minister, has told the department that the note might be expected on the 26th.

## LEAVING THE KLONDIKE.

Many of the Old Miners Fear a Famine and

SEATTLE, Oct. 24.- The steamer Farallon arrived to-night from Dyea bringing thirteen miners who came in over the Dalton trail (Chilkat Pass) from Klondike, leaving Dawson on Sept. 14. They bring with them from \$500 to \$1,000 each in gold dust. As they are old-timers on the Yukon, they know what it means to be short of provisions in that country,

There is an uneasy feeling prevailing among this class especially, and they are getting out as fast as possible. No actual suffering has yet occurred. They met the Thorps on the Dalton trail, and they had sustained heavy loss in cattle and horses and were r unding up to return and save the few animals surviving the ordeal. The Dalton-Maloney cattle got through

ordeal. The Dalton-Maloney cattle got through safely.

They report big gold strikes on Skookum Gulch, near the mouth of Skookum Creek, and a large amount of gold is belied taken out. There have also been soveral strikes on Hunker and other creeks. It was no troubly for men to get work at the prevailing waxes of \$12 and \$15 per day, but all new arrivals prefer going on their own hook and prospecting for themselves. Money was pictuitful and gold was to be found everywhere. The first snow fell at Dawson on Sept. 8 and the weather was growing cold. They report that a large number are preparing to come out, and small parties will be scattered along the Dalton trail all the season till December, and all will bring more or less gold.

MOUNT VERNON, N. Y., Oct. 24.—A big three-masted schooner can be seen burning on the Sound to night near the Long Island shore about opposite New Rochelle.

gold.

Fred White, who has been mining on Cook Inlet during the season just closing, was also a passenger on the Farallon. He brings down spice of the summer's work.

LORD DOUGLAS NOT KILLED. Marquis of Queensberry's Heir Was on the

Train, but Was Rescued. TORONTO, Ont., Oct. 24 .- On the Buffalo and New York city special wrecked to-day was the sleeper Nioba by 4:20 Canadian Pacific train from Toronto, in which were five passengers

who had tickets from Toronto to New York. A lame man had the stateroom. A man and wife and their daughter of about 18 years were also on this car, having tickets bought at Toronto. There is a rumor here this evening that Lord Douglas of Hawick, England, was on the train. Last week he was in Sault Ste. Marie with his brother, Lord Sholto Douglas, from where Lord Percy Douglas wrote to the Toronto Globe in

closing a check for \$25 from his brother, Lord

Sholto Douglas, and himself toward the Bush

fire fund. He was in Toronto at the Queen's

Hotel Saturday and left for New York, and it is feared he was on the ill-fated train, Lord Douglas with Lord Shalto Douglas, sons of the Marquis of Queensberry, arrived here on Thursday from Sault Ste. Marie. They had seen prospecting in Michipleoten, and were so well satisfied with the mineral wealth of that region that Lord Douglas decided to start for England to form a company, while Lord Sholto returned to Sault Ste. Marie on a hunting trip and also to look after their interests in the

mining deal. Douglas of Hawick had travelled extensively in Australia, paying especial attention to the gold-mining districts in that country, but he said none of them had impressed him more favorably than the Michipicoten district, which he said was a veritable Coolgardie.

It is very certain that Lord Douglas was not killed. He is lame, and uses crutches. Several persons who were at the scene of the wreck said last night that a man on crutches, who was addressed by the Wagner porter as Lord Douglas, was seen on the bank after the accident. It was said that he had beer helped out of his car by S. D. Wilkinson,

HURRICANE SIGNALS UP.

Another West India Cyclone Moving This Way and Likely to Curve Inshure.

The West India evelone first observed by the weather sharps of Uncle Sam off the Florida coast on Saturday, manifested itself in this neighborhood yesterday. Its premonitory swish was felt just after 3 o'clock in the afternoon At 8 o'clock last night, when the storm was central off the Virginia coast, in the neigh-borhood of Norfolk, the wind hereabouts was slam-banging shutters and things ashore and whistling through the rigging of things affoat at a 32 knot rate. There was no doubt in the minds of the local or national prophets that the big blow was bound this way, and that the high pressure north and west of it was too feeble to prevent it swooping in past the coast line. The barometer on the Manhattan tower had fallen three-tenths of an inch, or to 29.95, at 11 o'clock last night, and was still going down. The wind at midnight, from the northwest was gathering gale force and was permeated with a chilly rain. The wires that bear news with a chilly rain. The wires that bear news from Hatteras were torn down by the storm, and the report of the nature of the storm thereabouts was missing from the Weather Bureau returns. It is doubtless a swift swirler, or it wouldn't have carried away the wires. The weather forecaster here set hurricane signals yesterday in obedience to the command from Washington, which read:
"Use all available means to inform shipping and other interests of the approaching storm, which will cause winds of hurricane velocity on the coast."

THEY THINK SHE IS AN REIRESS. That Miss Grace Ellot to Entitled to Mr. Clarke's Twenty-five Millions

SAN FRANCISCO, Cal., Oct. 24.-The foster parents of Miss Grace Eliot of this city, whose real name is Grace Clarke, assert that they have clear proof of her claim to the fortune of \$25,000,000 left by Imblay Clarke, the Peruvian mine owner. This is the estate which Vice-President Hobart recently exerted himself to secure for two nieces in New Jersey, who were

supposed to be the only heirs. Clarke's wife died here in 1876, just after she had given birth to a girl baby. He left the child with Mrs. Martha A. Griswold, promising to return by the next steamer from Australia. He died soon after landing in Australia, and whether he left an estate, advertised the child for adoption, and she was taken by William R. Eliot and his wife. They insisted upon proofs of the child's good birth, and these were atteste i

before a notary by Mr. Griswold. The Eliots moved east and it was not until Grace was 15 years old that she knew they were not her real parents. Then they came out here. not her real parents. Then they came out here, but no one suspected that Grace was an heiress till the story was telegraphed from New Jersey of Imblay Clarke's great estate. Mr. Eliot submitted the documents to a lawyer, and he declared that the proofs were complete and it would be a simple matter to establish the girl's identity. She has been well educated.

#### CUBA'S TRIBUTE TO MR. DANA. listy Revolutionary Clubs to He Represented at To-Night's Memorial Meeting.

The meeting in memoriam of Charles A. Dana. organized by the Council of the Cuban Revolutionary Party, will be held at Chickering Hall W. Bourke Cockran, Elihu Root, Senor Gonzalo de Quesada, Chargé d'Affaires in Washington of the Cuban republic, Col. Ethan Allen, Senor Fidel G. Pierra, and Dr. Henry Lin-coln de Zayas will make addresses.

coin de Zayas will make addresses.

The musical programme, under the direction of Prof. Emilio Agramonte, will comprise the "Agnus Dei" of Biret by Mrs. Baralt and Mr. Hasselbrink, and Gounod's "Gallia" by Miss Sylva and chorus. Mr. Mullinger will play a prelude on the organ.

Over sixty Cuban revolutionary clubs will be represented on the platform by their Presidents and by Señor Estrada Palma and Señor Guerra. Beats on the platform are also reserved for Mr. Dana's American friends.

#### HIGHLY RESPECTABLE SWINDLER. Justice of the Peace Henry in Jail on a Charge of Forgers.

YORK, Neb., Oct. 24.-George B. Henry, the bank swindler, has waived examination and was bound over to the District Court. In the charges there are three counts, alleging him to be guilty of forgery, uttering forged paper, and attempting to obtain money under false pre-

His clover swindle at York, where he obtained \$400 on a forged draft from the First National Bank, was but one of many operations of the Bank, was but one of many operations of the same character which he has carried on in differ-ent parts of the country.

Henry is a man of prominence in Hampton, Ill. He has lived there all his life, is active in the affairs of the town and county, holds the office of Justice of the Peace, and recently re-ceived and declined the appointment of Post-master.

## CABLE CARS COLLIDE.

Car Humped by a Second and the Second by a Third at Duffy's Hill. There was a collision last night between three

able cars at the top of Duffy's Hill, at Lexington avenue and 102d street. Car 366 stopped at the top of the hill to let off passengers. Car 324 was right behind it, and the gripman was afraid to free his grip because the brakes won't hold the car on so steep a grade. So he bumped into 300, but no barm was done. ato 306, but no barm was done.

Hotore these two are could get out of the way ar 124 came climbing up and bumped into 324. knocking off the latter's rear platform. was hurl, but there was excitement to spare, as all the cars were full of passengers.

Dropped Bend as He Won on a Horse Race. PHILADELPHIA, Oct. 24.—Michael McCormick. frequenter of the Iron Hill race track, place a heavy stake on Reform yesterday. When the horse crossed the wire a winner, McCormicis shouted "Reform's a winner." Throwing his hands in the air he fell back dead. He had won

# 19 KILLED IN AWRECK.

Terrible Accident on the New York Central.

# TRAIN PLUNGED INTO RIVER.

The Roadbed Slid from Under the Buffalo Special.

Bix Coaches, Three of Them Sleepers, Went with the Embankment Into the Hudson-Engine Not Seen After the Accident-Two of the Cars Floated Away -Seventeen of the Killed Were Passengers-Engineer and Fireman Went Down in Their Cab-Many of the Deaths Due to Drowning-Thrilling Escapes and Stories of Rescue.-The Disaster One of the Worst in the History of the Divers Employed to Recover the Bodies-An Inspection of the Gap Seems to Indicate That the Whole Structure of the Roadbed, Whose Foundation Was a Sleping Mill Into the Mudson River... The State Rall. road [Commission Will Hold an Inquiry.

The worst accident on the New York Central Railroad since the New Hamburg disaster of 1871 happened yesterday morning, just before daylight, between Garrison's and Highlands. The official statement of the company shows that at least nineteen persons lost their lives, and probably as many more were injured. The wrecked train, the Buffalo and New York special, was running along a level and straight stretch of track when, without an instant's warning, and for some reason so utterly unexplainable as to almost warrant a suspicion that the railroad embankment was blown up. the solid bank gave way, carrying with it a wall of stone more than a yard thick, and the engine and six of the cars of the heavy train plunged into the Hudson River.

It all happened in a moment. In less time than it takes to tell it the water was rushing into the cars, and the passengers-most of them awakened from sleep, panic-stricken and shricking for help-were rushing hither and thither trying to escape from what seemed certain death. There were some among the panicstricken ones who quickly recovered their presence of mind, and it is due to them that the loss of life was not greater. With axes and such tools as were in the cars, they broke the windows and cut their way out.

The scene for half an hour after the wreck was almost indescribable. Half of those who were rescued were still panic-stricken when they were landed safe on shore, and some of them were almost crazed with fright. It was with difficulty that they were restrained. The scene of the wreck is on the opposite side of the river statement of the company concerning it is as follows. It was made last night by General Superintendent Van Etten:

#### OFFICIAL ACCOUNT OF THE DISASTER. "The accident to train 46 this morning two

miles south of Garrison's, was caused, to the best of our belief, by the embankment slipping into the river under the weight of the engine. Why this embankment, which has stood for forty years or more, should give out at this particular time is unaccountable. Trains in both directions had passed over it within fifteen minutes of the time the accident occurred, one northbound within thirty minutes.

"The engine and tender went into the river, dragging with them the express car, the combined baggage and smoking car, the day coach, and three sleeping cars, leaving three sleepers standing upon the rails. There were upon the train ninety-six passengers, five trainmen, and eight employees, 109 persons in all. Possibly there was also an employee of the general superintendent's office. who was on the engine. Of these ninety are known to be alive, eight of them injured, none seriously, the greater number very slightly. Sixteen bodies of dead have been recovered. Eight of these are Chinamen and hard to identify. Two of the others are up to this time unidentified. The engineer and fireman are undoubtedly under the engine. Possibly the employee of the general superintendent's office is also under the engine.

"The Merritt wrecking derrick is on the spot. and will endeavor to locate the engineer and fireman as soon as possible. A diver from the Merritt & Chapman Wrecking Company has been at work since 1 P. M., and has been through all the cars submerged, and is positive that there are no more bodies in the wreckage. The number of passengers agrees in all of our records.

The list of dead, as furnished by the railroad company, is as follows:

DEAD. BLOKER OF BORIGER), W. S., of Newark, N. Y.

Foyle, J., engineer of train, of East Albany, GREER, H. A. (or E. A. GREENE), architect, of Chicago. McKay, A. G. of 79 East 112th street, private secre ary to General Superintendent E. Van Etten of New York Central probably).

MEYERS, W. H. G., of Passale, N. J. RILEY, THOMAS, of St. Louis, Mo. TAGUNA, GREEFITE, of Albion, N. Y. THOMAS, J., fireman of train, of East Albany, WILLIAMS, SAMUEL, of Buffalo, N. Y. Woman, unidentified, from Buffalo, Woman, unidentified, from Hudson, N. Y.

Eight Chinamen from Buffalo, of whom two were identified as: Woxu situs Hor Sixu.

The list of injured, according to the same

BUCHANAN, CHARLES, at the Flower Hospital. FLOOD, J., at the Flower Hospital. Molioax, Changes A., of New York, at Peckskill

Hospital. Smith, I., an American Express messenger, at the

Plower Hospital. Three Chinamen from Buffalo, at Peckskill Hospital. THE KILLED ALL IN TWO CARS.

This list of injured which the company gives neindes only those whose hurts are serious enough to necessitate their being taken to a hospital. In addition to these there were many who insisted on going to their homes or to hotels. All of the passengers who were killed, so far as is known, were in either the day coach or the combination car. The Chinamen were in the combination car pen ed in like rats, and when the crash and the elide into the water came they were utturly selpless. The three Chinamen who were insured and a numb r of others were in the day coach. There were fifte n in their party. They were in charge of an agent of the Canadian Pacific Hailroad and were bount for New York. The passengers in the day coach were penned n, too, and it is nothing short of marvellous

that any of them escaped at all. THE ILL-PATED TRAIN.

The Buffalo and New York special, the train that was wrecked, is a night edition of the Empire State express. It is run almost exclusively for New York State people. It left Buffalo Saturday night at 7:30 o'clock and was due in New York at 7:30 yesterday morning. The Atlantic express, which is due to leave Buffalo forty minutes ahead of the Buffalo and New York special, was ten minutes late on Saturday evening, and as the time is a little slower than the special it had to hustle along to out of its way. When the special left Buffaio it consisted of an express car, a combination baggage and smoker, a day coach and two leepers. There were fifteen passengers in one sleeper, twelve in the other, and about thirty passengers in the day coach. There were half a dozen or so in the combination car. The first sleeper was the Wagner car Glen Alpin and the second the Hermes, which had come down from Niagara Falls with twelve passengers, most of them bound for New York. At Rochester the sleeper Diana was taken on; at | the way. Syracuse the sleeper Anita, with passengers from the Auburn branch; at Utica the sleeper Niobe from the Adirondack road, with six passengers from Toronto, and at Albany the sleeper

Racquet, with passengers from there. The train left Albany at 3:15, reached Hudson at 4 o'clock, and there took on one passenger, a woman, who was killed. It left Poughkeepsie at a quarter past 5, just four minutes late. Poughkeepsie is twenty-three miles from Garrison's. It passed the Atlantic express at Albany, that train having been held up there for a connection, and was preceded by train 62, the Northern express. The Northern express left Poughkeepsie thirteen minutes ahead of it. The time of the two trains to Garrison's is exactly the same, but the special gained a couple of minutes on the trip down, so that at Garrison's the Northern express was only cleven minntes shead.

WHERE THE ACCIDENT OCCURRED. The spot where the accident occurred is a mile and a half from Garrison's and about two miles from Highlands, the first station below Garrison's. The road between the two stations is pretty crooked, but at this spot midway between there is a level stretch of nearly half a mile. The road runs close beside the river, the view of which is unobstructed. On the land side the Fishkill Mountains tower up. The road is doubled tracked along there, and most of it is on made ground. Between the rails and the river there is a distance of about sixteen feet, and the outer edge of this made land is a

stone wall three feet thick. The Northern express passed over this straight piece of track at a fort mile-an-hour gait eleven minutes before the Buffalo special reached there. There was no indication then of danger and nothing to attract the attention of any member of the train crew that might have enabled them to send back a warning that would have averted the accident. The special came along at the same gait. It was just a few minutes before 6 o'clock when it reached the point in the road where the accident happened.

There were probably only three men in the world who could have told just what happened and how. These three men were Engineer Foyle, Fireman Thomas, and a young man named M. Kay, General Superintendent Van Etten's stenographer, who was riding in the engine bottom of the river. From the survivors of the wreck, including the three or four persons the train who were awake at the time of the

#### accident, this story is gathered: THREE BLASTS OF THE WHISTLE.

There were three blasts of the whistle. A moment later there was a sudden jar, as though the engineer had suddenly applied the brakes. The train seemed to slow up. Then there was a jerk as though the engineer had opened the throttle again and started the train at greater speed; then a third shock, not very great, but sufficient for the persons who were awake to notice it and remember it after the accident. Then came a fall. It was as if the bottom had dropped out of things. One man, telling of it afterwards, said it felt " just as if we were in an elevator and the rope broke and let us down. Then came a final shock and the crashing of wood a: d the shricks of people awakened from their sleep and crying wildly for help. F. r half an hour after this the screaming was kept up and there was the smashing of glass and the cutting away of woodwork as the people who had been sleeping in the cars and had not been killed forced their way out and helped their

companions who had been injured. It was just dawn. The gray light of the morning was scarcely sufficient to enable those who lout got out of the wreck to see in their work of rescue. The men who were out of the cars first and who had wits enough about them to take in the scene say that ashore they saw nothing but a great hole in the embankment where the tracks had been. The engine had disappeared entirely; so had the tender. Floating down the river at a distance they could see the express car. and a little behind that the roof of a day coach. There were left the combination car, smashed almost to kindling wood; the first sleeper, the Glen Alpin, almost entirely submerged; the second sleeper, the Hermes, lying over in the water at an angle of forty-five degrees, both ends smashed in and half the windows broken, with the water even with the windows themselves; and the third sleeper, the Niobe, all off of the embankment, and lying forward end down, that end submerged and the other standing out of the water

THE WORK OF RESCUE. On the rails left on the embankment stood the

other sleepers. The people in them were just piling out. They had been terribly tossed about, but a kind Providence had saved them from tho fate of their fellows. The couplings and the brake hose had broken. The passengers in the cars that did not go into the river aided in the work of rescue. It was low tide. They could wade out to two of the cars, and windows were smashed in with feet and stones, and the people Some of them were up to their necks in water before they were rescued.

The third car, the Glen Aipin, had caught fire. were shooting up from the part that stood above the aurface of the water. But the car sank deeper and deeper, and the flames were quickly extinguished. While they were still burning side by the time they got at it, was dragged to

ten, perhaps fifteen, of the people in the car were taken out. They were lifted through the windows. From the other cars some escaped by battering out the end doors. The passenger coach was the only one on which the rescuers could not work; but there were men in that who were strong enough to help themselves and their less fortunate companions. They seized the axes with which the car was equipped and banged and hammered and cut until they had driven a hole through the side and the roof, and out of this they dragged after them, before they had to desert the floating car, four of their companions, two

PRICE TWO CENTS.

of them worren.

A TUGBOAT TO THE RESCUE. These were all taken ashore by the tuchoas Samuel Chase. The Chase had been coming lown the river. The men on her had not seen the accident happen, but they did see the comnotion ashore, and in reply to the frantic signals, they headed in and took off not only the people from the roof of the day coach, but also from the sides of the sleepers, where some of the

rescued passengers stood shivering. It was perhaps three-quarters of an hour after the wreck, when every window within reach had been smashed and holes cut in the roofs of the cars, that the passengers and the train crew stopped their work of trying to get people out. They had taken ashore more than a dozen who were injured, one of these being Samuel Williams, a passenger in the Buffalo sleeper, whose arm had been torn out.

While the work of rescue was going on mossengers had rushed to Highlands and Garrison's and sent news of the wreck along the line and had warned the villagers, so that by the time it was over there was a crowd heading toward the scene. The Atlantic express had also arrived, and the passengers from that train went to work caring for the injured. James J. Corbett. the pugilist, was a passenger on this train, with some members of his theatrical company. They carried Williams into their car, and it was there that he died.

It was more than an hour after the wreck when the company succeeded in getting the first wrecking train to the scene and a coach in which the wounded people could be taken to hospitals. Their wounds in the meantime had been attended to by physicians from Garrison's and Highlands. When the coach was ready only six said they wanted to go to a ho pital, the others preferring to come on to New York; so the six were taken to Peckskill. One died on

A TEMPORARY TRACK QUICKLY BUILT. There being no hope that any of the persons who were still in the cars were alive the railroad officials bent all their energ es to getting a temporary track laid, over which they could send the trains that were stalled and get the rescued and the injured passengers to this city. There was still enough of the bank left to permit the laying of a temporary track, and this was strangthened as the work went on. Orders were sent all along the road to send every avail-

abl- man to the scene of the disaster. In two hours there were 500 railroad employees at work. They finished this temporary track before 9 o'clock, and the stalled trains were sent on around the wreck. The passengers of the wrecked train and the injured who came to New York were on the Atlantic express, and

arrived here about 11 o'clock. It was not until after traffle was thus resumed that any systematized effort was made to find out exactly what had happened. As stated be-fore, the road at the point of the accident is on an embankment. This embankment is about ten feet above the level of the water in the river at high tide. It is bedded on solid rock that slopes toward the river and protected from the water by a stone wall a little more than three feet thick. On the side of the road nearest the woods there is a ditch, but it has been dry for a long time, and there was nothing to weaken the embankment on that side. The land inside the stone wall, that is the embankment, was a mixture of dira and ashes up to within two feet of the top. These two feet were the bed of the road. The roadbed was of broken stone. The company had anticipated putting another track on the embankment closer to the river, and the outside

track was sixteen feet from the river. WALL AND EMBANKMENT SANK OUT OF SIGHT. The inspection showed that this stone wall and the embankment, except a strip about eight feet wide, had literally disappeared, taking with them the railroad tracks, the ties, and everything else. The missing strip was more than

fifty feet long and was fully thirty-five feet

wide. What was left of the embankment slanted

down toward the water, showing plainly that what was missing had stipped off into the river. Above the hole the track was torn up for some distance, the ties were cut and the stones crushed. This could not have been if some part of the train had not gone beyond the slide. Heviewing the whole affair, it looked as if the engine had passed over the part of the road that was missing, and the embankment hal given way when the first or second car of the train reached that point. These ears slid down the embankment, pulling the engine and the

sleepers after them. The water twenty feet from shore is more than thirt. five feet deer, and as the engine toppled t must have fallen at teas that distance, for it disappeared entirely rom vie .. An examination of the bod of the river outside the stee wall abo e and below the gap showed that it is of roc.. The railroad afficials said all of the embankment that is missing was also built on rock. The rock had disap eared with the wall and the made land and the rall that were

# on them. SEARCH FOR THE DEAD.

It was afternoon before the railroad officials had things in shape to set about the search for the bodies of the dead in the cars that were in the river. The passenger coach, which had about a quarter of a mile down the stream and had been towed ashore and anchored. The express car had floated down nearly a mile. That also had been captured and anchored near a wharf. It was believed when the work of searching the wreck was begun that all the bassengers were out of the sleeping cars, so the first work was done on the combination smoking and baggage car.

There were three wrecking trains on hand, each with the regular hoisting apparatus, and the combination car, which was almost completely submerged as well as being wrested to the point where it was a wonder it held to gether at all, was tackled. Ropes weighted with stones were thrown out over it, and were then grappled for with hooks from the shore side. By this means chains were finally passed around the car, and it was dragged half up on the part of the bank that didn't sink. Holes were cut in it, and men peered down through

There were floating bundles and seats and budge of the eight Chinamen and that of the Italian, Giuseppe Taruna. These bodies were placed in a car which the railroad officials had stationed on the south track to be used as a morgue. It was useless, of course, to try to identify any of the Chinamen, because all of the party save those injured and who were in the

Peckskiil Hospital had come on to New York. When the searchers were satisfied that there were no more bedies in this car, they turned to the sleepers and cut more holes in them, though they had already been riddled. were pulled out as fast as they could be found. Two of them it was possible to scarch without the aid of the derricks. After a perfunctory examination was made, with and little jets of smoke and tongues of flame | around these, and they were turned over, this of them was rolled part way up the embankment and it became certain that no one was in that. The second one, which had fallen completely on 144